16TH STREET CORRIDOR - URBAN DESIGN FRAMEWORK

The Muni Forward transit improvements along 16th Street will offer expanded sidewalk space, gathering space, and spaces for

corridor containing many residential and commercial uses. This priority elements and locations for streetscape improvements.

additional streetscape elements. 16th Street is a long and varied framework plan grows out of community input and identifies

DOLORES STREET INTERSECTION INTERSECTION IMPROVEMENTS

16th Street crosses iconic Dolores Street and borders Misión San Francisco de Asís. The Mission District Streetscape Plan calls out Dolores as a special street whose design should include adding bulb-outs, extending medians, adding thumbnails on the outside of crosswalks, and adding special paving treatments. ewalk extensions are being proposed at three corners, improving transit efficiency and pedestrian safety. These expanded spaces are opportunities for implementing special streetscape elements.

ntial elements at this location could include special sidewalk paving consistent Dolores Street and the adjacent Mission, as well as unique crosswalk treatmer stent with the recommendations of the Mission District Streetscape Plan.

LIGHTING

The corridor is relatively well lit, being served by standard 'cobra head' lights. Additional character to the street can be added to the neighborhood by installing new and retrofitting existing

olemental lighting could be talled where overhead wire poles e being replaced or at other location epending on funding.

TRANSIT NODE IMPROVEMENTS 16TH @ MISSION

16th Street is San Francisco's major east/west transit corridor. Mission Street is a primary north/south transit corridor. A natural transit node, 16th at Mission can be improved to better serve transit riders. This location was a top community priority for streetscape design. The recently completed Mission Street Public Life Plan outlines a framework for public realm improvements that compliment the Muni Forward transit improvements being proposed at this location.

ential streetscape design elements may include, transit information and signage, trash/recycling cans at transit stops, seating, improved ghting, decorative paving elements, etc.

TREAT PLAZA A NEAR-TERM OPPORTUNITY

The unique geometry of this space (former rail r.o.w.) lends itself to robust public realm improvements that capitalize on the underutilized portions of the roadway. The Mission District Streetscape Plan calls this out as a site for community gardens, a multi-use path, and a new plaza that celebrates the area's history as a railroad corridor and wetlands. Pending funding and feasibility, some of the proposed elements could be implemented in the near-term before all other streetscape improvements.

h/Harrison/Treat triangle could include the plaza, pathway, and mmunity gardens as described above and, potentially, stormwater inters. Some elements could be implemented in the near-term.



FUTURE DEVELOPMENT

MECHANISMS FOR IMPROVEMENTS

Several future developments are proposed along 16th Street. Through the entitlement process, many of these will be providing streetscape improvements along the sidewalk.

scape elements may include tre nting, sidewalk extensions, spec ng, landscaping, art elements, etc

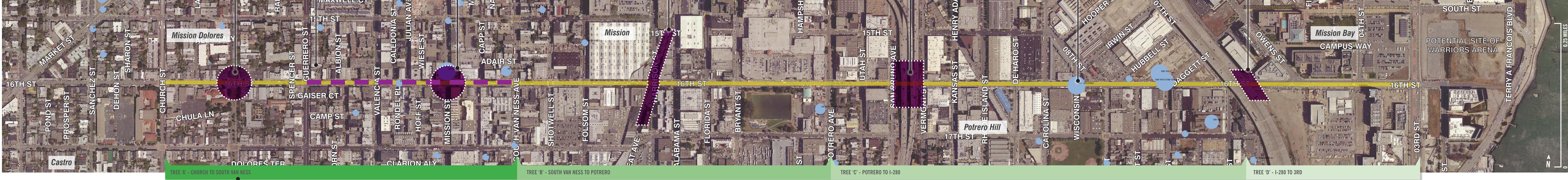
HIGHWAY

The area below the HWY 101 & I-280 overpasses along 16th street are areas that can better serve those using the Street.

ending funding, improvements uld include an under-freeway park nulti-use path, public art exhibit space, increased lighting, or murals.







Residential Pipeline

50 - 99

By size

100 - 249

Above 1,000 Net Units

As you move east on 16th Street, e planting becomes less stent, creating a stark and npty sidewalk. New trees will be planted as new developments go in, g to fulfill this top community

onal tree planting could occu ghout the corridor, with an hasis on planting where gaps in canopy exist. Species will vary neighborhood as indicated by the n bars above.

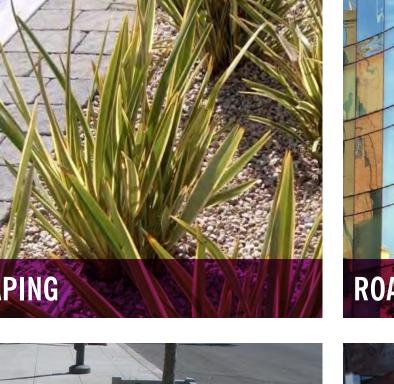
STREETSCAPE DESIGN ELEMENTS SHOULD REFLECT THE NEIGHBORHOOD AND UNIFY THE CORRIDOR WHEREVER

16th Street's public realm varies in intensity and level of amenities. There are also nodes of public realm opportunities at various locations as identified by the public and by the natural breaks between neighborhoods.

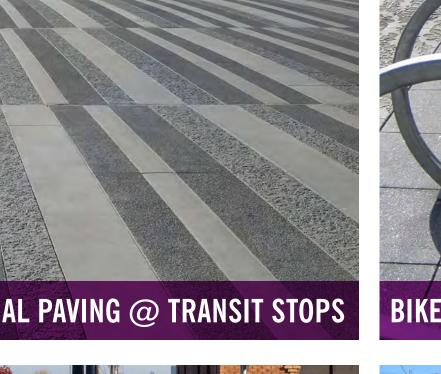
As part of the Muni Forward improvements, expanded sidewalk space at select corners and raised crosswalks at two locations allow for additional streetscape elements.

ential streetscape elements include colored/texture paving, es/landscaping, seating, transit information signage, orative lighting fixtures, trash/recycling cans, public art, etc.















MUNI FORWARD TRANSIT STOPS WILL PROVIDE ADDITIONAL SPACE

OR THOSE WAITING FOR TRANSIT. STOPS CAN BE LOCATED AT IRBSIDE SIDEWALK EXTENSIONS AS WELL AS CENTER BOARDING ISLANDS DEPENDING ON LANE CONFIGURATION

Currently the transit stops along 16th Street do not provide xpanded sidewalk space. Additional sidewalk space at transit stops will serve those waiting for transit and provide more clearance to pass while walking.

Sidewalk extensions at transit stops will also allow for faster boarding and deboarding of the bus and for accessible loading and rider circulation.

otential treatments at these locations include special paving, eighborhood-specific design elements, trash/recycling cans, aning/seating elements, and landscaping.



